समय में कमी करने के लिए माइक्रो प्रोसेसर पर आधारित स्वतः मुद्रण टिकट मशीनों की भी व्यवस्था की गई है।

Operational losses in suburban sectors of Zonal Railways

2572. DR. B.B. DUTTA : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Suburban Sector of Western Railway has been showing profits for last three years, but the Central Railway, Eastern Railway, South Eastern Railway are showing continued operational losses on their suburban sectors;

(b) if so the details thereof;

(c) the reasons for such losses; and

(d) the steps taken to improve financial position of these Railways?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Railway-wise profit/loss is as under:—

(Figures in Crores of Rs.)

Railways	1991-92	1992-93	1193-94
Western Railway	(+) 24.91	(+) 49.95	(+) 63.88
Central Railway	(−) 07.81	(−) 07.13	(−) 10.33
Eastern Railway	(−) 150.64	(−) 155.85	(−) 151.49
South Eastern Railway	(−) 32.23	(−) 45.07	(−) 42.23

(c) The main reasons for loss on Eastern, Suth Eastern and Central Railways are:—

(i) Higher route Kilometrage than Western Railway as against lower number of originating passengers as well as passenger kilometres resulting in poor occupancy ratio.

(ii) Since fares of monthly season tickets are equivalent to only 23 to 9 single journeys, the possibility of reaching a break-even point is remote unless high occupancy ratio is achieved. The possibility of higher incidence of ticketless travel contributes to poor occupancy ratio.

(d) It has been proposed to increase the MST fares in budget for 1995-96 so as to recover fares equivalent to 25 to 11 single journeys at different distances. This is expected to reduce loss on suburban services. Adequate number of Self Printing Tickets Machines are installed and ticket checking strengthened so that ticketless travellers are minimised, availability of ticket is improved and leakage of revenue is curbed.

Market borrowings by the railways

2573. DR. B.B. DUTTA : Will the Minister of RAILWAYS be pleased to state:

(a) the targets set for market borrowings by the Railways during 1994-95;

(b) whether the target has been achieved;

(c) if not, the reasons therefor; and

(d) the impact of the shortfall on plan projects?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Rs. 1050 crores.

(b) No, Sir. Upto 28-2-95, an amount of Rs. 206.50 crs. could be raised.

(c) It has not been possible to achieve the target so far owing to tight money market conditions.

(d) To provide sufficient funds for acquiring Railway Assets, the IRFC provided an amount of Rs. 520.75 crores from its own internal resources, making the total provision so far to Rs. 727.25 crores. Arrangement for providing Rs.

180 crores has already been made by IRFC. IRFC is also making efforts to provide the balance amount of Rs. 142.75 crores by 31-3-1995. No shortfall is anticipated and as such there is likely to be no adverse impact on Plan projects.

Conversion of Nadiad-Kapadvanj rail line

2574. SHRI RAJUBHAI A. PARMAR : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the progress of conversion of Nadiad-Kapadvanj MG line and its extension up to Modasa (New BG line) has been held up;

(b) if so, what are the reasons therefor; and

(c) what steps have been taken by Government to remove the hurdles and to speed up its completion according to the schedule?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b) The work of the extension of new BG line from Kapadvanj to Modasa had been frozen for some time due to low operational priority and constraint of resources, but has since been resumed.

(c) The work has since been restarted and a sum of Rs. 2 crores has been allocated during 1995-96 for progressing the work.

रेल सुविधाओं के लिए धन का उपयोग

2575. **श्री ईश दत्त यादव :**
चौधरी हरमोहन सिंह :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेल सुविधाओं के लिए आबंटित धन का रेल विभाग द्वारा पूरा उपयोग नहीं किया गया है और उसका सही उपयोग नहीं किया गया है;

(ख) यदि हां, तो धन का पूरा उपयोग न किए जाने के क्या कारण हैं; और

(ग) क्या इस संबंध में किसी अधिकारी को दोषी पाया गया है?

रेल मंत्री (श्री सी०के० जाफर शरीफ) : (क) जी नहीं, 1993-94 के दौरान रेलवे स्टेशनों पर यात्री सुविधाओं की व्यवस्था करने के लिए, "यात्री तथा अन्य रेल उपयोगकर्ताओं के लिए सुविधाएं," योजना शीर्ष के अन्तर्गत 60 करोड़ रुपये के आबंटन की तुलना में रेलों द्वारा स्वीकृत कार्यों के निष्पादन हेतु 67.46 करोड़ रूपये खर्च किए गए थे।

(ख) और (ग) प्रश्न नहीं उठता।

Non-Payment of pensionary dues to Railway employees

2576. PROF. VIJAY KUMAR MALHOTRA : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are not making timely payment of pensionary dues to its employees and there have been cases where such dues have not been paid even after lapse of Seventeen Years;

(b) if so, the reasons therefor and the steps taken to ensure timely payment to the retiring/retired Railway employees; and

(c) the number of cases pending payments as on date?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (c) Information is being collected and will be laid on the Table of the Sabha.

रेलवे स्टेशनों पर मूलभूत सुविधाओं का अभाव

2577. **श्री सत्य प्रकाश मालवीय:**
श्री अनन्तराम जायसवाल:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेल मंत्रालय ने रेलवे स्टेशनों पर मूत्रालयों, प्लेटफार्म की छतों और खान-पान जैसी सुविधाओं को यात्रियों की मूलभूत सुविधा मानने से इन्कार कर दिया है जबकि यात्री सुविधाओं के नाम पर बजट में निरंतर वृद्धि की जाती रही है;

(ख) यदि हां, तो रेल यात्रियों के प्रति इस प्रकार